हुई दरें कोट करने के लिए भी प्राधिकृत किया गया है।

(ग) ये रियायतें विपणन नीति के रूप में अधिक यातायात आकर्षित करने और अतिरिक्त आमदनी जुटाने के लिए शुरू की गई हैं।

Railway Zone in Kerala

1999. SHRI M.J. VARKEY MATTATHIL: Will the Minister of RAILWAYS be pleased to state:

(a) what was the basis on which the seven new Railway Zones were selected;

(b) why the Ministry has constantly neglected the development of Railways in Kerala, even though passengers emanating from Kerala abide by the law and take tickets and are the highest per capita contributor to the Railways; and

(c) whether the Minister will consider setting up of a new Railway Zone in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): .(a) New zones were set up keeping in view the factors like size, workload, accessibility, traffic patterns and other operating/ administrative requirements etc. consistent with the needs of economy and efficiency. Taking the various factors into consideration, the Government had decided to set up 7 new zones.

(b) No, Sir. Kerala has not been neglected.

The following developmental works in Kerala are in progress:—

New Lines

(i) Kottayam-Erumeli (To be taken up after necessary clearances have been obtained).

(ii) Angamali/Sabarimala

(iii) Kuttipuram-Guruvayur

Gauge Conversion

(i) Quilon-Tirunelveli-Tiruchendur & Tenkasi-Virudhunagar

Doubling

(i) Quilon-Thiruvananthapuram

(ii) Kuttipuram-Calicut

(iii) Calicut-Mangalore

(iv) Ernakulam-Ernakulam Marshalling Yard.

Railway Electrification

(i) Walyar-Ernakulam (Work in progress)

(ii) Ernakulam-Thiruvananthapuram (To be taken up after necessary clearance have been obtained.)

(c) It is not feasible to set up a Zonal Office in Kerala.

Cut in Wagon Order

2000. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:
SHRI SANTOSH BAGRODIA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that there has not been any cut in the wagon orders for 1998-99 for Messrs. H.D.C. and Modern Industries, inspite of the cut on other manufacturers; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir. However, a quantity of 199 nos. (297.5 in terms of four wheelers) have been frozen against order of 125 nos. Open wagons with 'K' type brake block (BOXN 'K') on Hindustan Development Corporation.

(b) Minus option clause available in the 1998-99 contract was exercised based on outstanding quantities as on 1.1.1999 and after allowing generally 6 weeks work-in-progress. Cut in the wagon orders could not be made for Hindustan Development Corporation & Modern Industries for the reason that the outstanding quantities as on 1.1.1999 for Covered wagons (BCNA) were lesser than the quantities for 6 weeks 'work-in-progress' against orders of 1998-99 as shown below:

(i) Hindustan Development Corporation — 82 Nos. Covered wagons (BCNA)

(ii) Modern Industries — 13 Nos. Covered wagons (BCNA)

M/s. Hindustan Development Corporation were in addition having orders of 125 nos. Open Wagons with 'K' type brake blocks (BOXN 'K'). Out of this, 6 nos. were converted for new type of wagon — High Axle load open wagons (BOXNHA) and balance 119 nos. have been frozen for procurement of High Axle load open wagons (BOXNHA), if successful in trial.

M/s. Modern Industries were also having order of special type of wagon-Open wagon with Stainless steel Body (BOXNCR) placed in 1997-98. This contract has no provision of minus option clause.

Railway Projects

2001. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state the details of 11 Rail projects sanctioned recently, Zone-wise:

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK):

The following 11 projects, which were included in the earlier Railway Budgets with the proviso that the work would be taken up after obtaining necessary clearances, have been approved by the Cabinet Committee on Economic Affairs in their meeeting held on 4.2.1999.

S.No.	Zone	Name of the Project
1.	Central	Construction of new broad gauge line from Baramati to Lonand via Phaltan (54.163 kms).
2.	Eastern	Construction of new BG line from Dumka to Baidyanathdham (67 kms).
3.	South Eastern	Gauge conversion of Bankura Damodar River (BDR) Railway Line from Bankura to Rainagar (96.4 kms).
4.	Northern	Electrification of Ludhiana-Amritsar section (135 RKMs).
5.	Northeast Frontier	Gauge conversion of Katakhal-Bhairabi line (84.15 kms).
6.	Northeast Frontier	Gauge conversion of New Jalpaiguri-Siliguri-New Bongaigaon including branch lines from Alipurduar to Bamanhat and Fakiragram to Dhubri (417.07 kms).
7.	Southern	Construction of a new BG line from Bangalore to Satyamangalam (271.75 kms).
8.	Southern	Gauge conversion of Quilon-Tirunelveli-Tiruchchendur and Tenkasi-Virdhunagar section (357.50 kms).